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FRENCH SHARPSHOOTERS AT A VANTAGE POINT IN A RUINED HOUSE.

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A Flashlight on Some Aspects of the War



Brest-Litovsk, showing the citadel, now in German occupation.
(Photo Press Illustrating Service.)

BREST-LITOVSK, (the name signifies Elm City,) where an armistice agreement was signed by representatives of the Russian Bolsheviks and agents of the "upper army administration" of Germany, is a very old Slav town and belonged to Poland until the year 1795, having been in earlier times the home of the Polish Kings. It is situated at the confluence of the Bug and the Mukhovetz Rivers, in the direct line of water communication between the Black Sea and the Baltic, and at the intersection of railway lines from Warsaw, Kiev, Moscow, and East Prussia. A first-class fortress, before the great war, it was also the capital of a district in the Government of Grodno. The town is 131 miles south of the city of Grodno and about 120 miles east in a straight line from Warsaw. The first historic records of the town date from the early part of the eleventh century. Brest-Litovsk was laid waste by the Mongols in the year 1241. It was rebuilt in 1275. Its suburbs were burned by the Teutonic Knights in 1379; and again at the end of the fifteenth century the whole town was destroyed by fire at the hands of the Khan of the Crimea. In the reign of Sigismund III., King of Poland from 1587 to 1632, ecclesiastical diets were held at Brest-Litovsk, and in 1594 and 1596 it was the meeting place of two remarkable councils of the Bishops of Western Russia. In 1657 and again in 1706 the town was captured by Sweden. In 1794 it was the scene of the Russian General Suvarov's victory over the revolting Poles under General Sierakoffski; and in 1795 it was added to the Russian Empire. At the outbreak of the present war Brest-Litovsk had a population of about 47,000, of whom about 27,000 were Jews. It had a Jewish synagogue which was regarded in the sixteenth century as the finest in all Europe. The town is the seat of an Armenian Bishop, who has authority over the Armenians throughout the whole country, and also the seat of a Greek Catholic Bishop. Among the noteworthy buildings of the place were a Catholic church, three Greek churches, the synagogue already mentioned, the Government buildings, and military stores. Leather, cloth, soap, and a few other articles were manufactured in the town, and it had an extensive trade in grains, hemp, flax, tar, wood, and leather. Two fairs were held there annually. Brest-Litovsk stands on the western edge of the great stretch of almost impenetrable marshlands known as the Pripet Marshes, which have figured in the present war on more than one occasion. When Warsaw was captured by the Germans in August, 1915, the Russians still fought tenaciously between the Narev and the Bug, and to the south. On Aug. 17 Kovno was taken by the Germans, and the breach in the line of the Niemen thus made compelled the Russian Army to abandon Brest-Litovsk. A withdrawal along the whole Russian front from Ossowiec to Vladimir Volynski was effected, beginning Aug. 22, and Grodno was evacuated Sept. 1 and 2.

GENERAL KALEDINE

one of the most prominent leaders of the opposition to the Bolshevik regime in Russia, is described as a tall and physically powerful man, with an impressive bearing, a remarkably vigorous, straightforward, and eloquent speaker, and quite as inspiring and effective a leader in debate as on the field of battle. Although it is



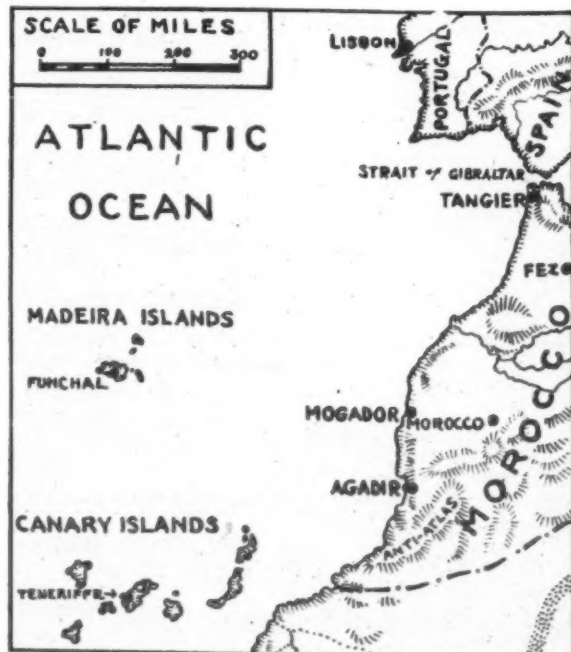
General Kaledine.
(Central News Photo.)

only within the last few weeks that Kaledine's name has become familiar in the news reports in this country, he won fame throughout Russia early in the war on account of the ability he displayed as commander of the eighth army. More recently, on June 30, 1917, he was elected Ataman, or Hetman (chieftain), of the Don Cossacks, this being the first time since the reign of Peter the Great that the Cossacks were able to elect an Ataman. The word "Cossack" has long been associated with the idea of counter-revolutionary power, because the Czar's Government had been wont to use the Cossacks extensively for suppressing revolutionary uprisings in Russia for the last two or three decades. But from the very start of the present revolution, the Cossacks have been its friends, and one of their regiments in Petrograd was among the first military units to join the revolution. One account says that the revolution in March, 1917, started in Petrograd when a Cossack shot a police officer who had just killed a student for trying to make a revolutionary speech. About two weeks after the revolution started, the first All-Russian Cossack Congress met in Petrograd and unanimously adopted resolutions in which it said it had faith in the administrative genius of the Russian people and that the Provisional Government would be able to guide Russia into the paths of liberty and democracy. Kaledine supported this resolution, although he was the leader of the conservative elements in the Congress and was subsequently instrumental in bringing about an agreement for joint action with the Constitutional Democrats. At the National Conference in Moscow, he was the chief representative of the Cossacks of all the twelve regions, including the Don. Since the Cossacks also have their socialists and revolutionaries, Kaledine in his speeches adopted a progressive attitude, but actually he joined with the Constitutional Democrats in opposing the Kerensky government, and even went further in destroying all chance of the compromise which Kerensky was endeavoring to arrange with Korniloff. Kerensky was driven to make a public declaration to the effect that it was a pity that the Cossacks were represented by such

a reactionary as Kaledine. When the Korniloff rebellion began, the Petrograd newspapers announced that Kaledine had joined Korniloff, and he was accordingly declared a traitor and his arrest ordered. The Don Cossacks, however, denied that Kaledine was organizing a revolt against the Provisional Government and asserted that the majority of the Cossacks in all the twelve regions wished to effect a reconciliation between Kerensky and Korniloff.

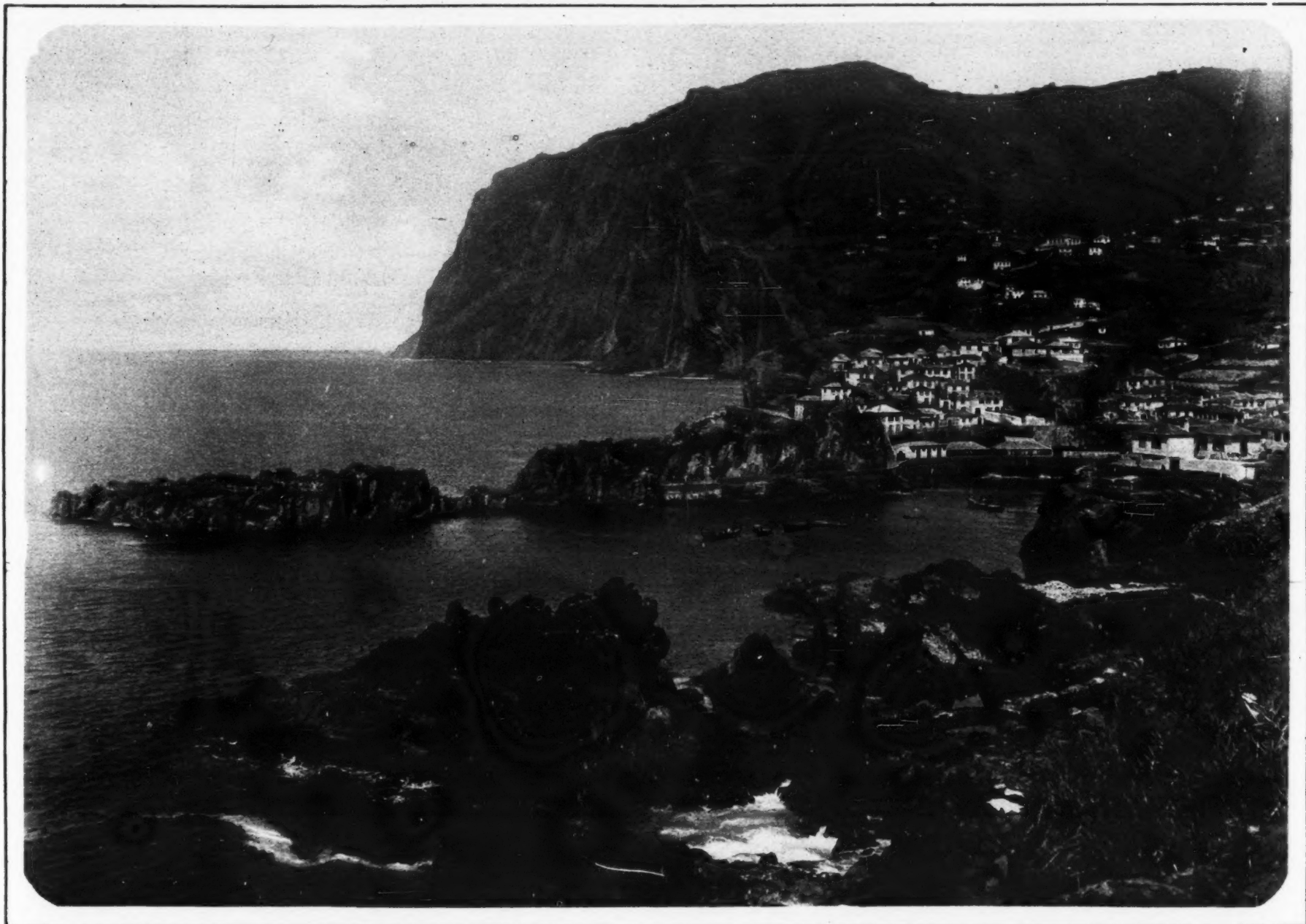
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THE bombardment of Funchal, capital of Madeira, by a German submarine a few days ago, served to indicate afresh some idea of the effective radius of action of the undersea boats. The Madeira Islands belong to Portugal, and constitute a small archipelago in the Atlantic, about 400 miles due west from the coast of Morocco. The group lies about 600 miles southeast of the Azores, which also belong to Portugal, and approximately 300 miles north of the Canary Islands, which are Spanish territory. Funchal is pretty close to 2,000 miles from the nearest German submarine base on the Belgian coast, and of course considerably further from Wilhelmshaven. Madeira is the largest island in the group, being about 33 miles long and 12 miles broad, and having a total area of about 300 square miles. The Madeira Islands are supposed to have been known to the Phoenicians in ancient times. They were rediscovered by the Portuguese explorer, Joao Goncalves Zarco, in 1419, and were colonized by the Portuguese about thirty years later. In 1580 they fell into the hands of the Spaniards, but were restored to Portugal in 1640. In 1801, and again from 1807 to 1814, they were occupied by the British. Since 1814 they have remained in the possession of Portugal. The Island of Madeira is a mass of basalt, rising with a steep ascent from south to north toward the interior, and culminating in Red Peak, 6,565 feet above sea level. The whole surface of the island is rough, with high peaks and deep valleys; and, in the depressions, streams of clear water. The coast line is bold and rocky, and the island is famed for its magnificent scenery. It is also famous as a health resort by reason of its climate, which is noteworthy for its mildness, uniformity, and salubrity. The soil is fertile, and the vegetation of the island is unusually rich and luxuriant. Besides the grains and fruits common to Europe, Madeira produces bananas, figs, apricots, oranges, mangoes, pineapples, Madeira grapes, and citrons. The island also produces wine, sugar, tobacco, and coffee. The population of Madeira is about 160,000, mostly of Portuguese descent, with some Moorish and negro intermixture. Funchal, the capital city, in 1911 had a population of 24,687. It is a well-built and attractive little city, but its streets are mostly narrow and so steep that sleds drawn by oxen are used in place of wheeled vehicles. Its harbor, though not very safe, is the only port in Madeira for ocean-going steamers. It is connected by steamship lines, in times of peace, with the United States, Great Britain, France, Belgium, Portugal, and the Canary Islands.



Map of the Madeira Islands.

Beautiful Madeira Harbor Shelled by Submarine



THE HARBOR AT FUNCHAL, CAPITAL OF MADEIRA, WHICH WAS BOMBARDED BY A GERMAN SUBMARINE.
FORTY SHELLS WERE FIRED AND CONSIDERABLE DAMAGE DONE.



ANOTHER VIEW OF FUNCHAL. MADEIRA IS AN ISLAND IN THE ATLANTIC, BELONGING TO PORTUGAL,
440 MILES OFF THE WEST COAST OF MOROCCO.

American Troops Getting Ready in France, in



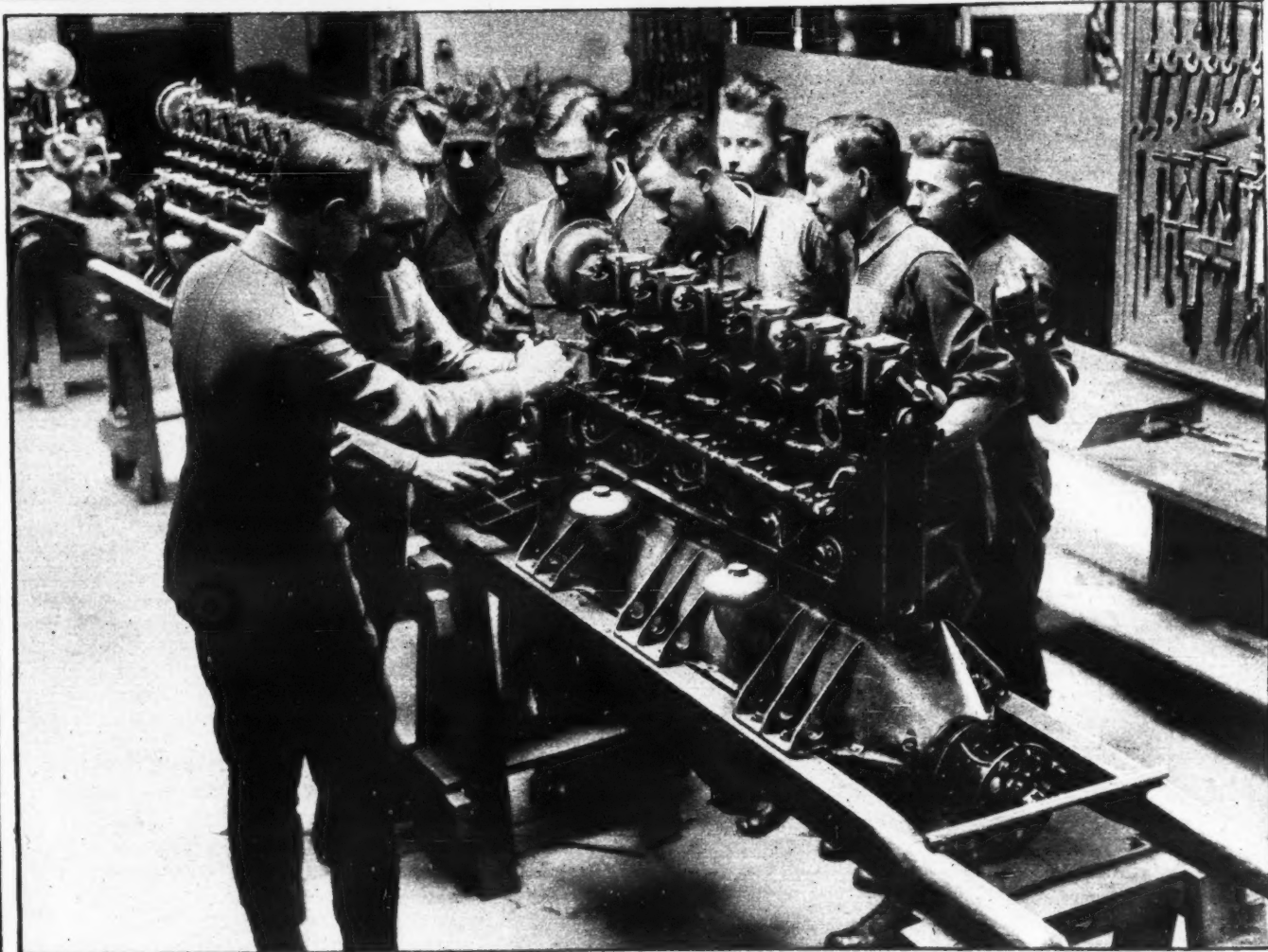
ABOVE — BUILDING CANTONMENTS IN FRANCE TO HOUSE THE RAPIDLY INCREASING AMERICAN EXPEDITIONARY FORCE "OVER THERE"

(© 1917, Committee on Public Information, from Underwood & Underwood.)



AT RIGHT—AMERICAN AVIATORS STUDYING THE CONSTRUCTION OF AIRPLANE ENGINES AT ONE OF THE TRAINING SCHOOLS FOR THE AERIAL SERVICE.

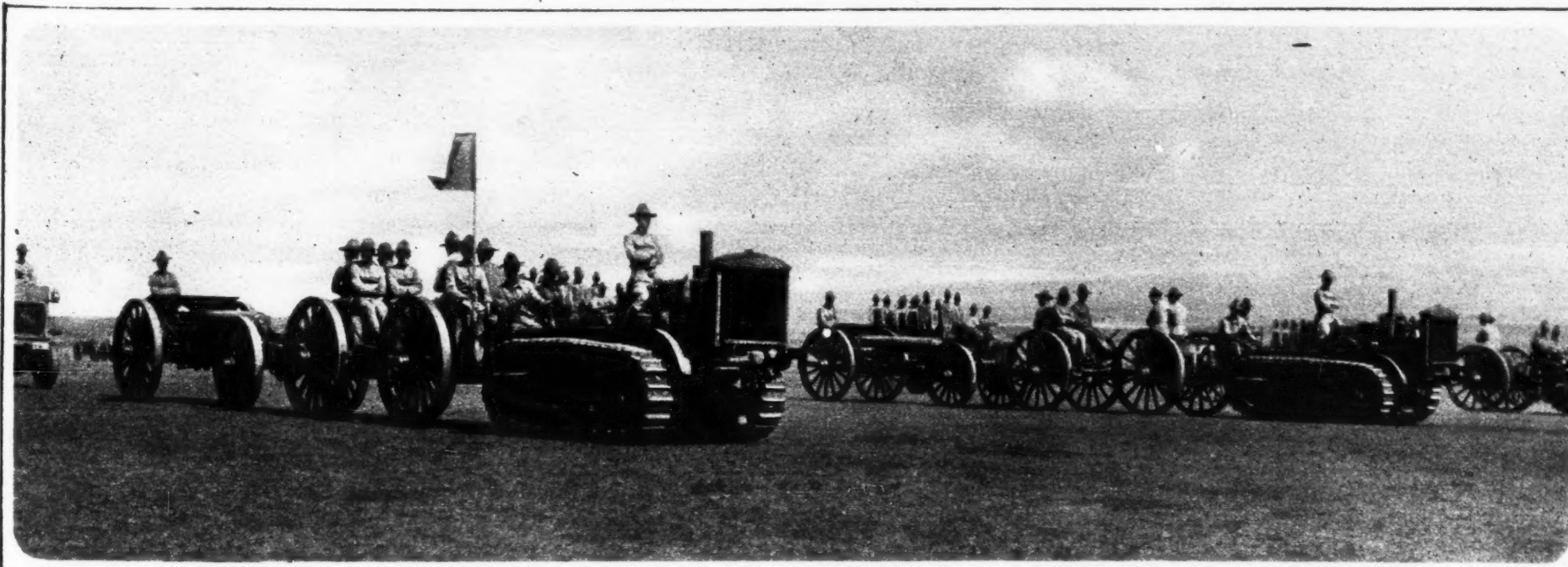
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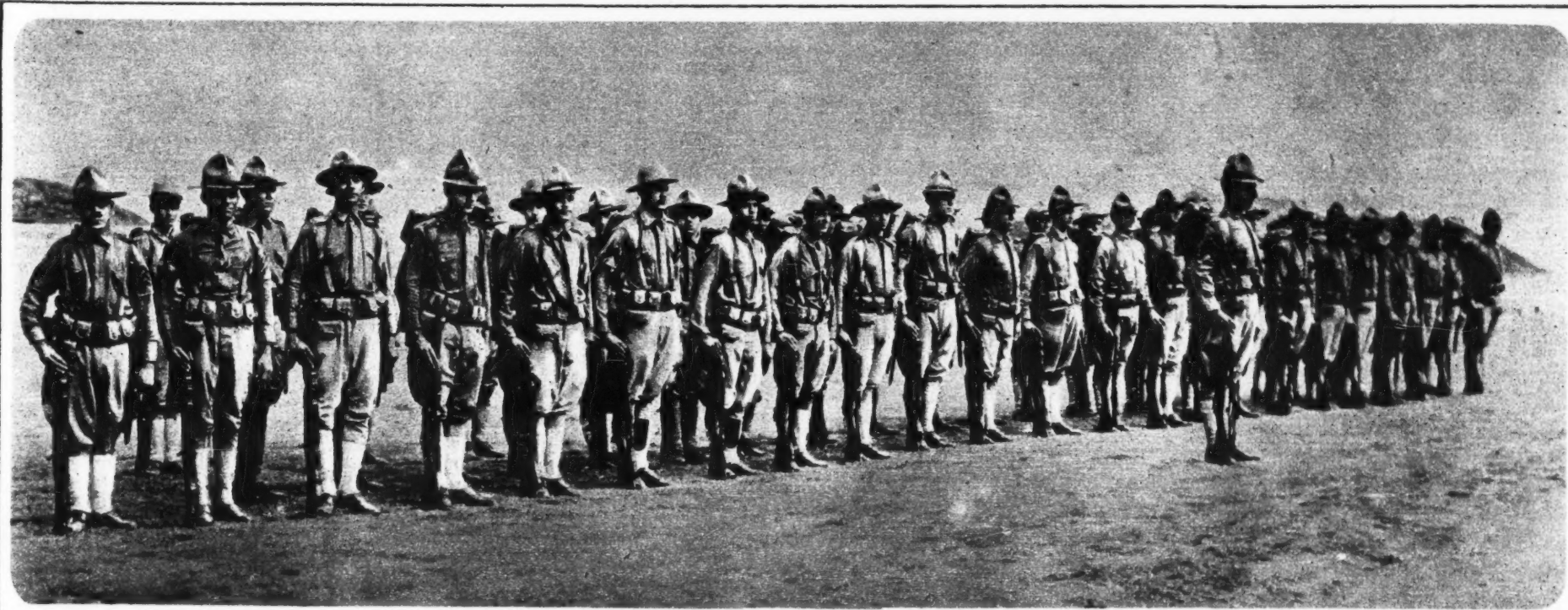
A CAMP FOUR MILES FROM ALLENTOWN, PENN., WHERE 2,000 AMBULANCE MEN ARE STATIONED. AS THEY HAD ONLY DOG TENTS FOR SHELTER, THEY MADE DUGOUTS. THEY FACETIOUSLY CALL THE CAMP "PRAIRIE DOG CITY"

(© Kadel & Herbert.)

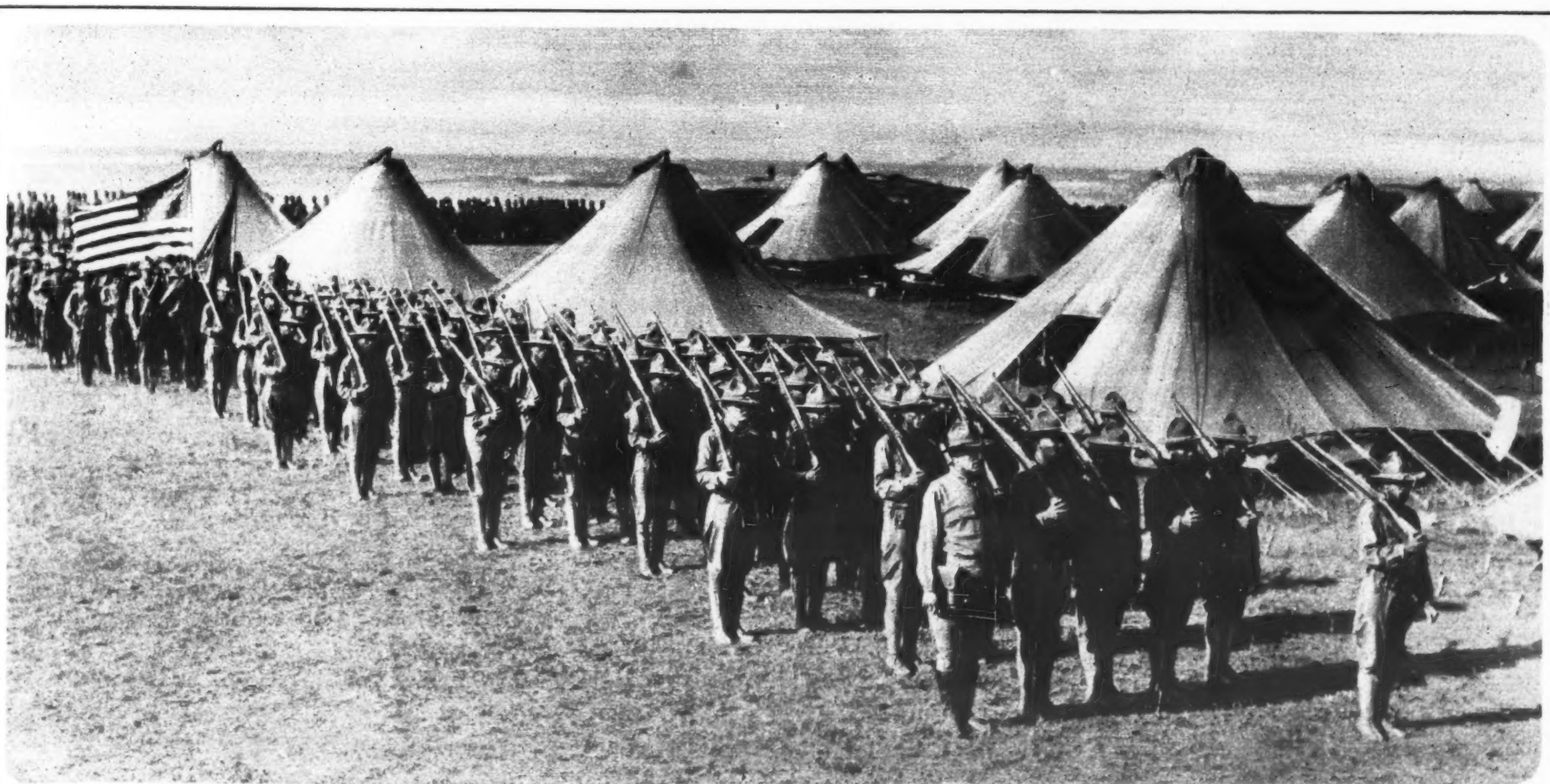
the United States, and in Our Insular Possessions



THE NINTH FIELD ARTILLERY, U. S. A. BEING REVIEWED AT SCHOFIELD BARRACKS, NEAR HONOLULU.
ALL THE GUNS ARE HAULED BY CATERPILLAR TRACTORS.
(Photo Press Illustrating Service.)



CUBAN COAST ARTILLERYMEN RECEIVING INSTRUCTION AT AN AMERICAN FORT, AS PART OF THE PLAN OF
CO-ORDINATING CUBA'S DEFENSES WITH THOSE OF THE UNITED STATES.
(Central News Photo Service.)



THE HAWAIIAN NATIONAL GUARD AT CAMP LILIUOKALANI, KAWAIILOA, ON THE ISLAND OF OAHU,
THIRTY MILES FROM HONOLULU.
(Photo Press Illustrating Service.)

Constructive Work Which Is Necessary to Enable Armies



GROTTO IN THE SIDE OF A HILL IN THE VOSGES MOUNTAINS WHICH IS USED AS A CENTRAL ELECTRIC SUPPLY STATION TO PROVIDE THE TRENCHES WITH POWER FOR THE VARIOUS PURPOSES OF MODERN WARFARE.



WELL, THIRTY-THREE FEET DEEP, CONSTRUCTED OF CONCRETE BY THE GERMANS, IN WHICH THERE WAS AN ELEVATOR WITH A PLATFORM TO HOLD A MACHINE GUN. A TUNNEL CONNECTED THE WELL WITH THE MILL IN THE BACKGROUND, WHICH WAS USED AS AN OBSERVATION POST.

to Carry Out Their Offensive and Defensive Plans



BRIDGE, 1312 YARDS LONG,
CONSTRUCTED BY THE
FRENCH ACROSS THE
SWAMPS IN FLANDERS.

OF the many millions of men who make up the huge armies of the warring nations, a large percentage is not actually engaged in destructive work, but rather in constructive labor. This is particularly the case on the western front, where for nearly forty-five months the armies have been occupying practically the same ground. As fast as roads, railways, military buildings, and defense positions are damaged by the terrific bombardments the engineer units, with the help of other soldiers and drafted labor, including prisoners of war, start to reconstruct and restore those vital means of communication and shelter. Tasks which would have required months or years in time of peace are completed under military pressure in as many days or weeks. Every successful stroke of the Allies brings to light masterpieces of German military engineering. It seemed at times impossible that the wonderful defensive system had been created in the time the Germans had at their disposal and under the hampering conditions of actual fighting. Many of the shelters, when captured by the Allies, have been found to have been designed to accommodate up to as many as four thousand men, with complete electric lighting and heating installations. The destruction of the numerous canals which intersect industrial France caused the inundation of large areas, thus necessitating the building of additional bridges strong enough to withstand the heaviest kind of traffic. Railroads and military highways were constructed, many of which will serve equally well when peace returns. It has been stated on good authority that the new railroads behind the British front alone equal the whole of the Pennsylvania Railroad Company's in the United States, and that they are built in the most solid manner. Although no figures are available relating to French military railroad construction since the war, it is understood that it has been no less extensive and thorough than that of the British army.

(Photos from French Pictorial Service.)



GERMAN "PILL-BOX" IN THE PARK OF A FRENCH CHATEAU. THE ENTRANCE TO THIS WELL BUILT DEFENSE POSITION IS SEEN IN THE FOREGROUND.

Nearly Two Years Spent by British in Evolving the "Tank"



SIR WILLIAM TRITTON, ONE OF THE BRITISH EXPERTS WHO HELPED TO EVOLVE THE "TANK," IN HIS OFFICE, WITH A MODEL OF A "TANK" ON HIS TABLE.

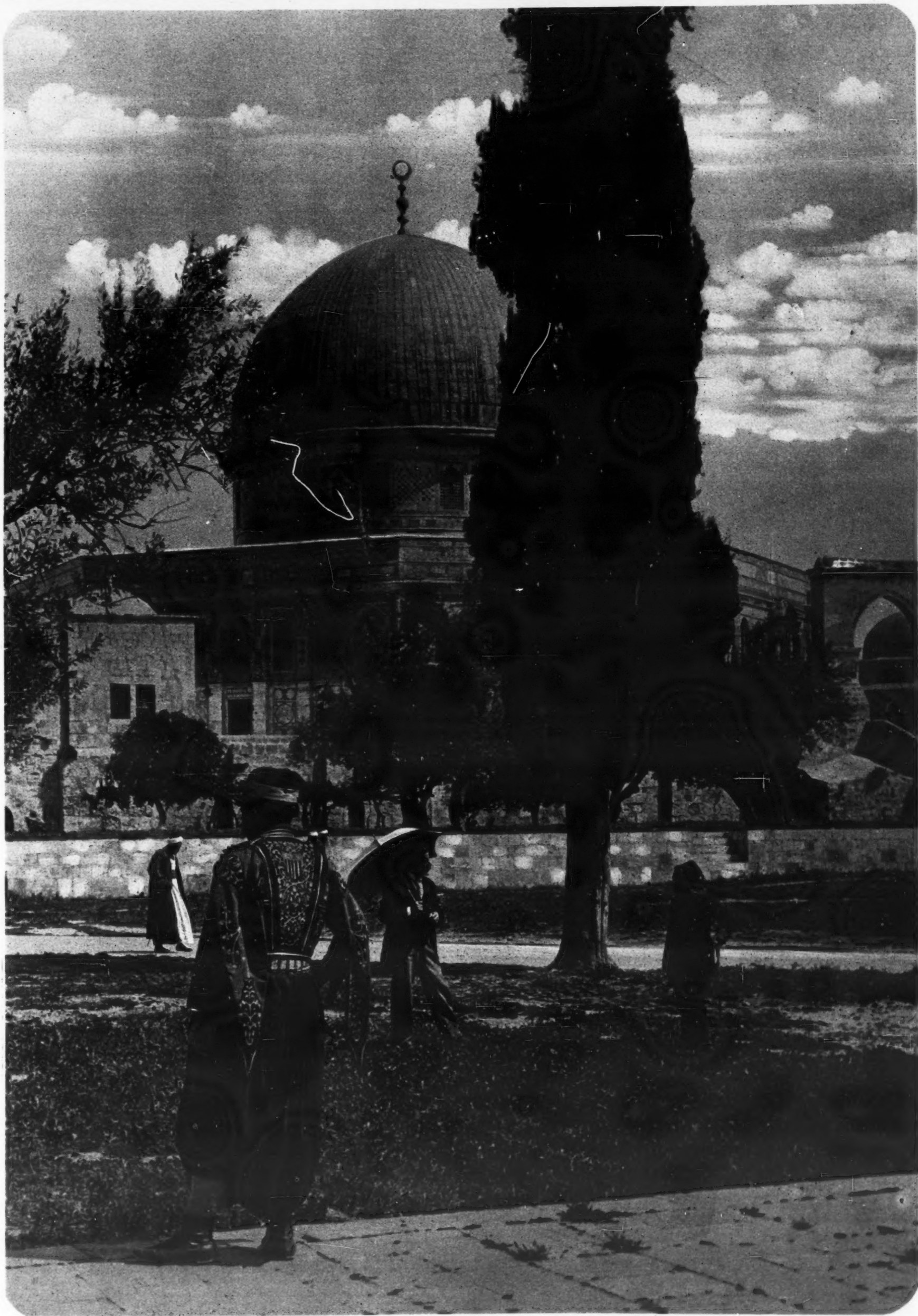
(Photo International Film Service.)

THE branch of the British Army which operates the "tanks," which achieved another notable success on the first day of the British offensive at Cambrai, is officially known as the Heavy Armored Section of the Motor Machine Gun Service. It was from suggestions made by Colonel E. D. Swinton, the first commanding officer of the section, that the "tank" was evolved. He first proposed, in October, 1914, that armored cars should be built on the Holt tractor system, an American invention, or on a similar caterpillar principle. War Office experts began to make experiments with various tractors. Meanwhile, officers of the Royal Naval Air Service had conceived a similar plan, and Winston Churchill, then First Lord of the Admiralty, told them to go ahead and work the idea out. Experts of the Ministry of Munitions also took the matter in hand, but the first experimental work was left to an Admiralty Committee. A year passed before this committee was able to design and construct a satisfactory machine, and then there were further changes and improvements. It was, therefore, not until about July, 1916, that the first consignment of "tanks" was ready and a little while later before their crews were trained to handle them. At the end of July, 1916, two exhibition combats over a prepared trench system were held and the "tanks" were adopted. On Aug. 29 fifty of them were landed at Havre and went into action for the first time on Sept. 15, 1916.



FRONT VIEW OF ONE OF THE "TANKS" IN ACTION BEFORE CAMBRAI. THE FORWARD PORTION IS LYING ON SOFT GROUND AND THE TRAVELING LINKS ARE LOADED WITH EARTH. "CRUSTY," AS IT WAS NICKNAMED BY ITS CREW, SHOWS THE RESULT OF ITS EXPERIENCES IN EARLIER PART OF THE BATTLE. TWO HEAVY SPONSONS, CARRYING GUNS, ARE VISIBLE.

The Great Moslem Temple in Jerusalem



The Mosque of Omar (*Kubbel-es-Sukra*, "dome of the rock") is the great Mohammedan temple in Jerusalem. It was built twelve hundred years ago. After the capture of Jerusalem by the British the other day it was decided to leave the Mosque of Omar under the custodianship of Mohammedans. The photograph shows it as seen from the south.

(© Underwood & Underwood.)

Russia's Vast Territories and Rich Resources Give



THE CATHEDRAL BUILT IN PETROGRAD AS A MEMORIAL OF CZAR ALEXANDER II., THE LIBERATOR OF THE SERFS. THE BUILDING IS A FINE EXAMPLE OF RUSSIAN ARCHITECTURE.

RUSSIA is still the subject of numerous misconceptions, the chief of which is that its vast territory is entirely inhabited by an ignorant and superstitious peasantry. This may have been true a hundred years ago when there was no educated middle class, but Russia has a considerable industrial development, even

if it has been slower than the progress of the countries of western Europe and the United States. The peasants, or moujiks, are still the most numerous element, and their problem—the land problem—is even in the midst of the war one which more insistently presses for solution than any other. New ideas have been spreading among the agricultural population with the

gradual introduction of modern farming machinery and methods. The peasants, it must be remembered, were serfs until half a century ago, and even when the Czar Alexander II. liberated them, great as this advance was, it did not make them really free men because they still needed land. The solution adopted was to let the nobility retain portions of their estates

and sell the remainder to the peasantry. Usually the peasants were allowed to acquire their houses and garden plots, while the general farming lands surrounding the villages became the collective property of the villagers, to be redivided at intervals among the inhabitants. The mir, of which so much has been heard, is the village commune in which

Promise of Wonderful Development When Peace Returns



the ownership of the farming land was vested. Legally it is composed of representatives of each resident family and is presided over by a Mayor. The strongly communistic character of the mir has had a great influence during the revolutionary upheaval of 1917, and part of Lenine's hold on the peasants is due to his advocacy of a complete communistic system of land ownership. In a country so vast as Russia, there are, of course, great variations; and while modern agricultural methods have been introduced in some regions, wooden plows drawn by a single horse or ox, seed sown by hand, crops cut with a scythe, and thrashing by hand labor or treading are to be seen almost everywhere, even when up-to-date American machinery has been introduced. But Russia is no longer an entirely agricultural country. Within the last quarter of a century industrialism has taken root, a factory system has grown up, towns have become big cities, and there has been a steady, if belated, approach to western conditions. The fundamental fact about the development of Russian manufactures is that it has been predominantly a product of State initiative, and not, as in America, of private enterprise. In other words, State, or bureaucratic, socialism has given Russia its start as an industrial nation. When Count Sergius Witte became Minister of Finance and Commerce in 1893, he recognized that agriculture alone cannot make a strong nation. He therefore began to build railroads, open up mines, and extend manufactures on a large scale. To get the necessary capital Witte induced French and other foreign investors to become inter-

THIS BIT OF EASTERN SIBERIA LOOKS VERY MUCH LIKE THE COUNTRY ONE SEES IN WESTERN AMERICA, AND IS EQUALLY FERTILE.

(© Underwood & Underwood.)



◆ **TIFLIS, THE CAPITAL OF TRANSCAUCASIA, WHICH LIES ON THE SOUTH, OR ASIATIC, SIDE OF THE MAIN RANGE OF THE CAUCASUS AND WHICH HAS AN AREA OF 91,000 SQUARE MILES.** ◆



TARTAR TROOPS OF THE CAUCASIAN NATIVE DIVISION. THE TARTAR TRIBES
 ♦ OCCUPY NEARLY ALL THE COUNTRY FROM THE VOLGA TO THE PACIFIC OCEAN, ♦
 THOUGH IN EASTERN SIBERIA MONGOLS ARE MORE NUMEROUS.

MAP SHOWING THE VAST EXTENT OF RUSSIAN TERRITORY
 OF THE ENTIRE LAND SURFACE OF THE GLOBE. ITS AREA
 AT THE BEGINNING OF THE WAR, 8,411,000 square miles.

ested in Russian enterprises. With this borrowed money the Government embarked upon a scheme which included railroads, ironworks, locomotive plants, chemical works, and woodworks. Private capitalists were not slow to follow suit, and new industries sprung up in all parts of the country. The chief centres became Moscow and Vladimir, the Donets region, which is rich in coal and iron and which we were told the other day the Cossacks had seized to cripple the Bolshevist Government; the great ports where foreign engineering skill and English coal were available, and Poland, where German capital and German coal could be obtained. In the six years following Witte's appointment the number of workmen increased by half a million and the value of the production by half a billion dollars. Modern industrialism has, however, not yet replaced the domestic handicraft in-

dustries which are carried on by peasants in the intervals of agricultural work and which even now provide occupation for about 100 million people. The machine, however, is inevitably displacing the individual craftsman, as it has in all countries, and with this development has come the creation of an industrial proletariat, which in the revolutionary period is making itself felt in an extraordinary manner. Though a comparatively small number, these workmen, the socialists, have given the ideas of Marx a new and startling significance since the aim is to take the means of production out of the hands of the proprietors and employ them under the control of the workers themselves. Russia, therefore, one of the latest countries to enter upon the industrial stage of development, presents the curious



RUSSIAN TERRITORY, WHICH INCLUDES ONE-SEVENTH OF THE GLOBE. ITS AREA, WITHOUT INTERNAL WATERS, WAS, AT THE BEGINNING OF THE WAR, 8,417,118 SQUARE MILES.

which are carried on by the intervals of agriculture and which even now production for about seven million. The machine, however, is displacing the peasant, as it has in other countries with this development the creation of an industrial revolution which in the present period is making itself manifest in an extraordinary manner. Although comparatively very small these workmen, or proletarians, given the ideas of Karl Marx and startling significance, is to take the industrial production out of the hands of the owners and employers—who are the bourgeoisie—and place the control of the workers in Russia, therefore, though at the latest stage of development, the curious spectacle

of being one of the first to attempt to put socialism into practice. In addition to Russia proper there are several other countries which formerly owed allegiance to the Czar and which, despite various declarations of independence, still come under the heading of Russia. The total area, exclusive of internal waters, was at the beginning of the war 8,417,118 square miles. The estimated population on January 1, 1915, was 182,000,000, only half of which is classed as Slav. In addition to other Aryan races, such as Lithuanians and Armenians, there are Jews, Finns, Turko-Tartars, Georgians, and various Hyperborean tribes. Except for the Finns, Poles and Ukrainians, Russia has not the same trouble with peoples and nations who demand independence as has Austria-Hungary. Russia, indeed, has a great capacity for assimilation—probably greater than any other nation of the world; and



TURKOMEN FROM BAKU, TRANSCAUCASIA, A GREAT PETROLEUM CENTRE. IN ANCIENT TIMES IT WAS FREQUENTED BY FIRE-WORSHIPPERS, SOME OF WHOSE TEMPLES ARE STILL IN EXISTENCE. (Photos Underwood & Underwood.)



A TYPICAL PEASANT'S HOME IN THE HEART OF RUSSIA. THE LOG CABIN IS REMINISCENT OF COLONIAL DAYS IN AMERICA, AS ARE ALSO THE METHODS OF FARMING, WHICH ARE ONLY NOW BEGINNING TO BE DISCARDED FOR MORE MODERN WAYS.

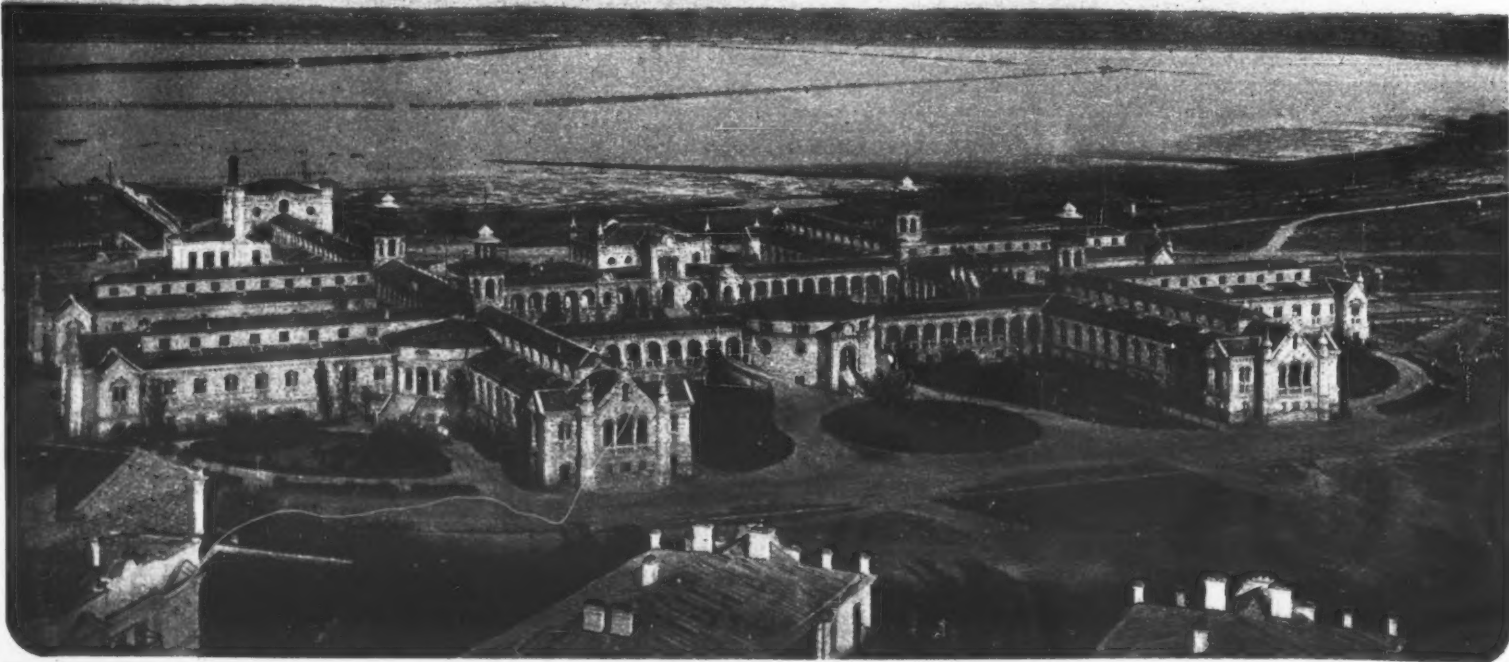
(© Underwood & Underwood.)

MODERN INDUSTRY IS TAKING ROOT IN RUSSIA, AS IS SHOWN BY THIS VIEW OF BATUM ON THE BLACK SEA. THE WORKS ARE THOSE OF THE ANGLO-AMERICAN COPPER COMPANY. BATUM IS A FORTIFIED PORT AND COALING STATION, AND EXPORTS PETROLEUM.

(Photo Underwood & Underwood.)



ODESSA, RUSSIA'S PRINCIPAL PORT ON THE BLACK SEA AND ONE OF THE LEADING COMMERCIAL CENTRES. IT IS ESPECIALLY NOTED FOR ITS EXPORT OF GRAIN. THE PHOTOGRAPH SHOWS THE ANDREVSKY ESTUARY AND THE KURHAUS.



the semi-civilized Tartars and Mongols and other peoples which are more Asiatic than European mingle readily with the Slav. Siberia, which is usually considered a desolate, snowbound country, inhabited by convicts and political exiles, has splendid agricultural possibilities, and is very much like our own Northwest. In some respects agriculture in Siberia is more progressive than in Russia proper. Through Vladivostok, where the trans-Siberian railroad begins, Siberia is easily reached from America, and as soon as there is a sufficient number of ships trading between our Pacific ports and Vladivostok, American agricultural machinery and other exports are going to find a ready market. Russia as a whole is destined to be one of the world's greatest countries. It has all sorts of resources and climates, and what is now lacking is the right kind of industrial organization. The people are capable of the highest culture; and already no country can surpass in artistic and intellectual attainments the fine flower of Russian genius. Because of the immensity of the country and its possibilities, the revolution which is still in progress is one of the greatest of all events in history. The struggle is one for the direction of the people's destiny toward a higher civilization.



ABOVE—KIEFF
THE CHIEF
CITY OF LIT-
TLE RUSSIA,
AN IMPOR-
TANT MANU-
FACTURING
TOWN, AND A
LEADING
RELIGIOUS
CENTRE.



AT LEFT—
KRASNOY-
ARSK, AN IM-
PORTANT
TRADING
CENTRE AND
THE FOURTH
LARGEST
TOWN IN
SIBERIA.

RUSSIA'S
TERRITORIES
STRETCH
FROM THE
POLAR CIR-
CLE TO TEM-
PERATE
CLIMES FAR
SOUTH. HERE
WE SEE
NATIVES OF
NORTHERN
SIBERIA, WHO
ARE RACIAL-
LY OF THE
SAME STOCK
AS THE
ESKIMOS.
IT IS SAID
THAT THEY
ARE BECOM-
ING EXTINCT.
(Photo Underwood
& Underwood.)



The Italian Armies, Helped by the Allies and Improved in



VINTIMIGLIA, (OR VINTIMILLE), A TOWN ON THE MEDITERRANEAN. THROUGH WHICH FRENCH TROOPS PASSED TO JOIN THE ITALIAN ARMY. IT IS A WELL-KNOWN RIVIERA RESORT.

(© Kadel & Herbert.)



A BATTALION OF FRENCH CHASSEUR ALPINS (ALPINE TROOPS) ARRIVING AT TRAVAGLIATO, NEAR BRESCIA, IN NORTHERN ITALY.

(© Kadel & Herbert.)

SOME improvement has taken place in the Italian military situation despite the strenuous efforts being made by the Austrians, who have brought up a large number of their heaviest guns to the Piave and northern fronts and

greatly intensified the bombardment. Some of the Austrian shells reached Mancino, eight miles back of the Piave and a few miles from the city of Treviso. Four hundred of these monster projectiles were concentrated on one point. Accord-

ing to General Diaz, the Italian Commander in Chief, the Austrians gained an insignificant stretch of territory at the cost of an immense sacrifice of life. In addition to unimportant gains on the Asiago Plateau, there have also been sev-

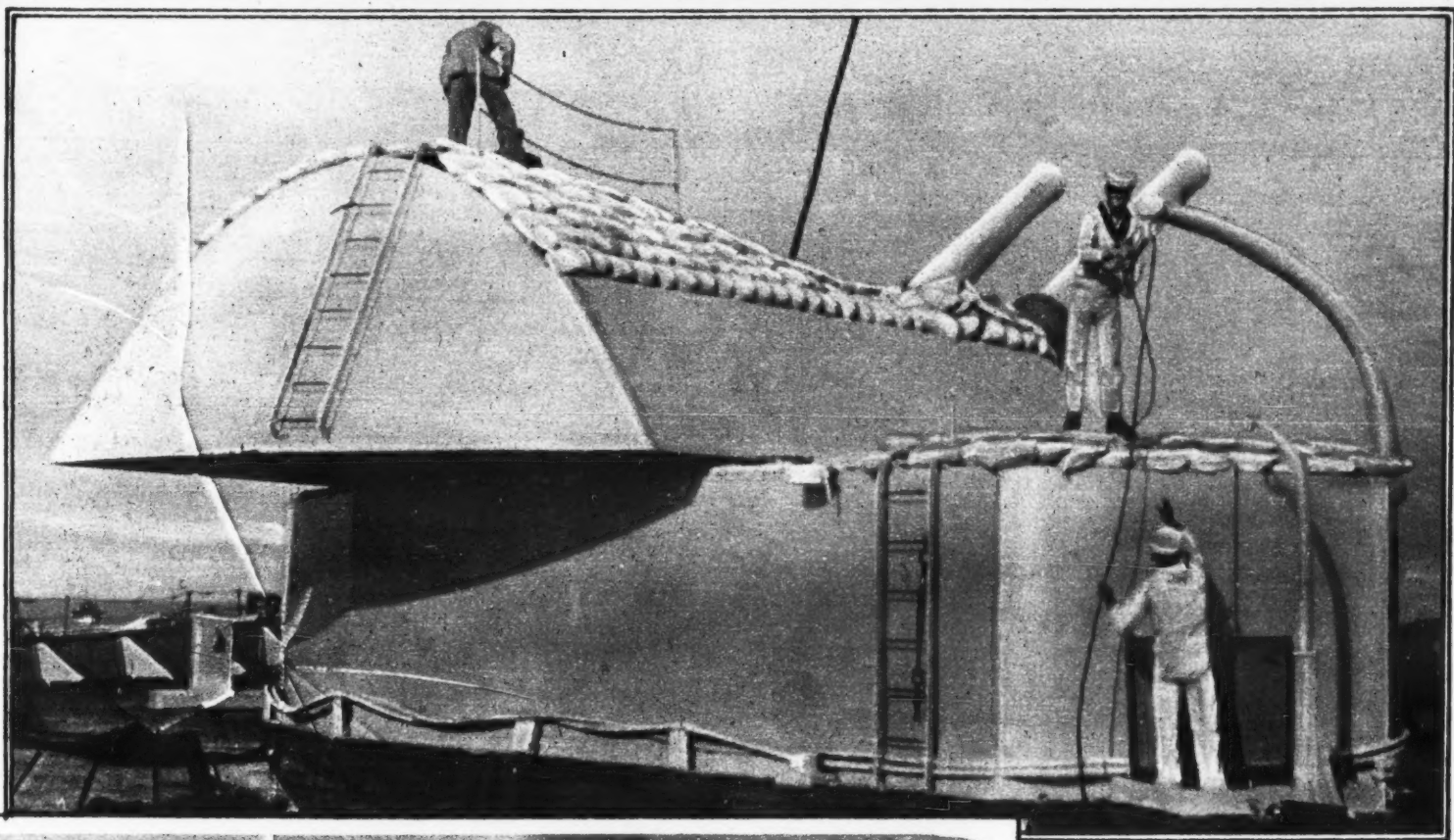
eral attempts to acquire a crossing on the lower Piave, but so far without success. On the mountain front there were apparently contingents of German troops operating with the Austrians, but they could not have been present in very

Morale, Make a Determined Stand Against the Invaders



A VIEW OF THE ASIAGO PLATEAU, THE SCENE OF FURIOUS FIGHTING BETWEEN THE ITALIANS AND AUSTRIANS.

(Photo F. L. Swaab.)



BRITISH NAVAL FORCES ARE HELPING ITALY IN THE ADRIATIC. THIS PHOTOGRAPH WAS TAKEN JUST AFTER A ROUND WAS FIRED.

(© U. & U.)



ITALIAN SHELTERS ON THE ADAMELLO. THE SCENE IS TYPICAL OF THE COUNTRY THROUGH WHICH THE AUSTRIANS WILL NOW HAVE TO PUSH THEIR OFFENSIVE IF THEY INTEND CONDUCTING A WINTER CAMPAIGN.

(Photo F. L. Swaab.)

great numbers, since there are in the neighborhood of 5,000,000 Germans on the front in France and Belgium, identified by divisions. This negatives the idea that the Germans are present in Italy in force. Consequently, the Italians have only the Austrians to deal with and these they outnumber. The weather in Northern Italy has up to date greatly favored the attacking force. The heavy snows which usually characterize this time of the year have been entirely absent. But the position of the Austrians becomes more dangerous daily, and if they expect to break through into the Venetian plain before Winter breaks it will have to be done at once. There is no indication that the Italian defense will not continue to hold, especially since the Allies have gone to the help of the Italian Army. France is particularly concerned about the safety of Italy and the danger which might ensue if the Austrians should break through and carry their invasion further into Italian territory. The British, too, are helping with both naval and military forces. The Italian Army, according to all reports, has greatly improved in morale as well as in material equipment.

Training Thousands of Carrier Pigeons for Coast Defense

MANY thousands of homing pigeons have been put into training by the United States Government at its various military reservations along the coast. When the birds have been graduated they will take an important part in coast defense work. Officers of the Signal Corps, who are responsible for this work, say that, as nearly all America's pigeon fanciers are Germans and as mature carriers are liable to fly back to their previous owners with important messages, the Government is forced to buy the pigeons while they are young and give them their entire training in Government reservations. The birds when trained have a flying radius of from 100 to 500 miles, according to the weather. They will be sent out with airplanes and motor boats of the mosquito fleet which is engaged in patrolling America's shores. When released with messages they will fly straight back to their lofts on the nearest Government reservation at a speed of from 1,000 to 1,500 yards a minute. In aviation the birds will be used only as emergency messengers. An aviator on a perilous mission will take with him several pigeons to be released in case he should meet with an accident. In connection with the mosquito fleet it is believed that the birds will prove valuable as carriers of important information. All the warring nations have found carrier pigeons an important part of their communication and signaling services.

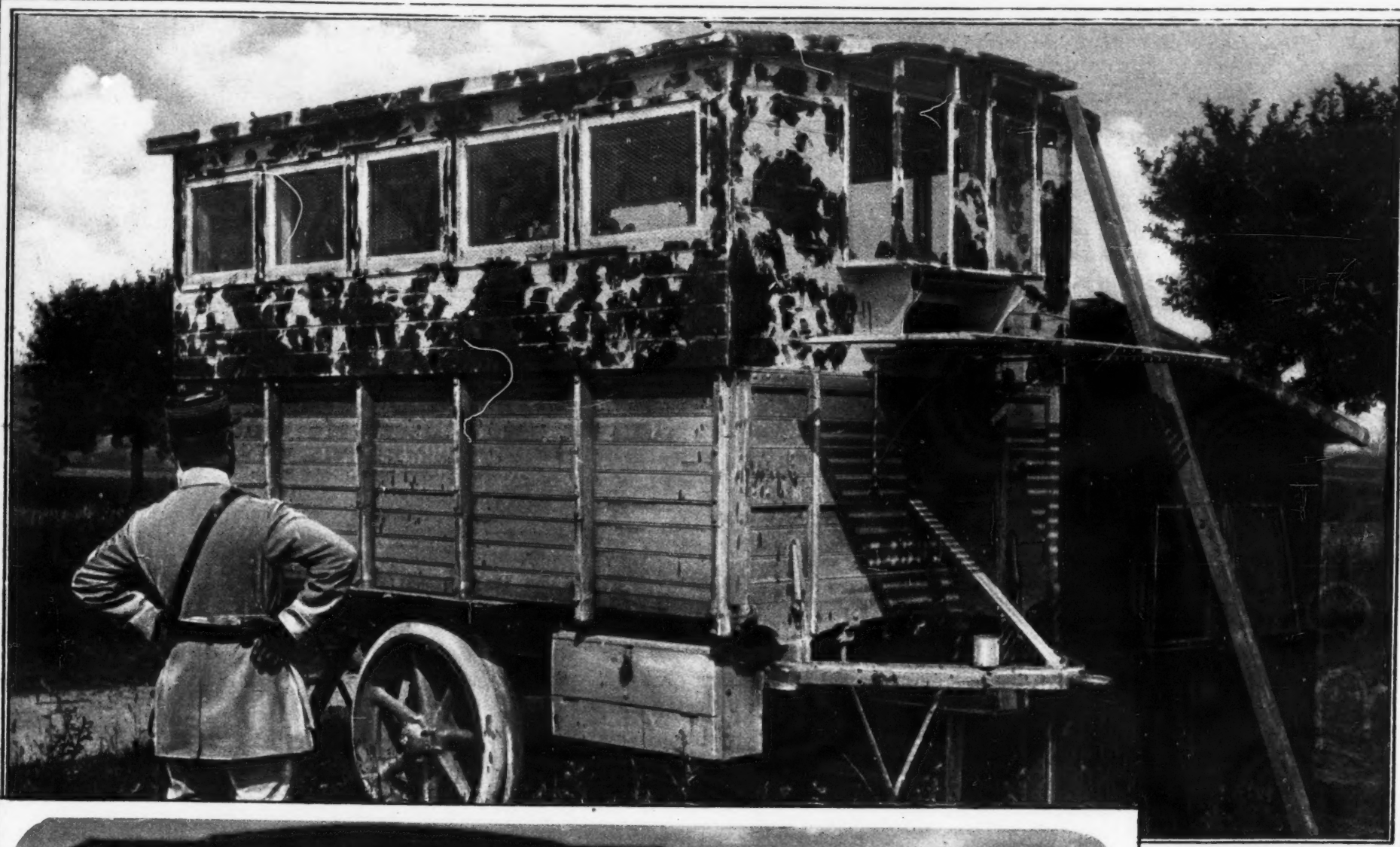
CARRIER PIGEONS LEAVING THEIR LOFT ON ONE OF THE UNITED STATES GOVERNMENT RESERVATIONS.

(© Western Newspaper Union.)



FRENCH SOLDIERS SENDING OFF MESSAGES BY CARRIER PIGEONS FROM A CAMOUFLAGED SIGNAL STATION.

(Pictorial Press Photo.)



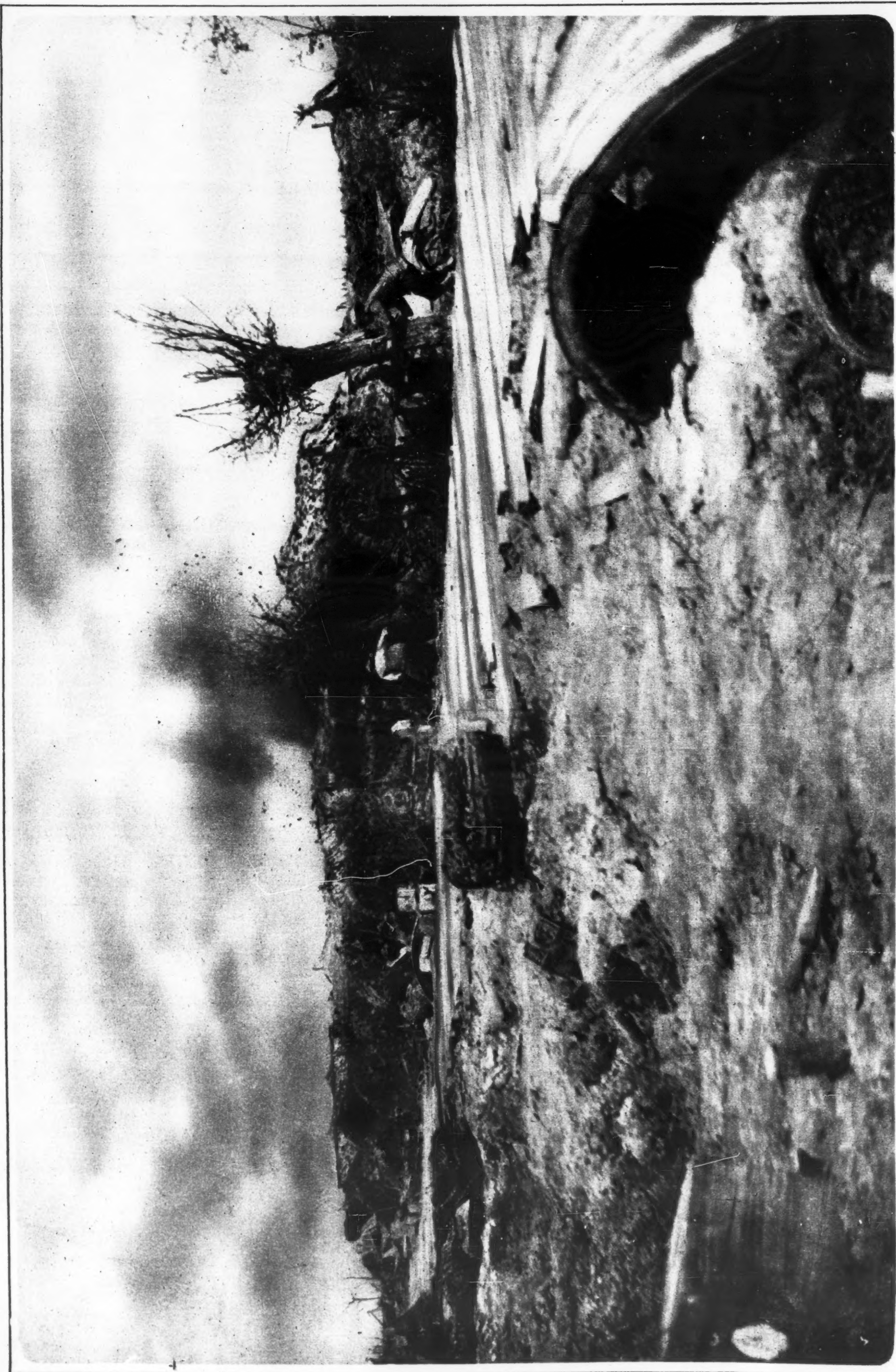
ABOVE—A TRAVELING PIGEON HOUSE USED BY THE FRENCH IN THE REGION OF THE MARNE. IT HAS BEEN CAMOUFLAGED.

(Pictorial Press Photo.)



CANADIAN DISPATCH RIDER STARTING OUT WITH A BASKETFUL OF CARRIER PIGEONS TO BRING BACK MESSAGES FROM THE TRENCHES.

(Canadian Official Photo, from Western Newspaper Union.)



THE BATTLE OF CAMBRAI, NOV. 20, 1917: GERMAN SHELL MISSES BRITISH BATTERY POSITION
(British Official Photo from 'Graphic News'.)

First Photographs of the Battle of Cambrai



The offensive which the British launched at Cambrai on Nov. 20 was one of the most dramatic surprise attacks of the war. Led forward by a large number of "tanks," the British assaulted the German posi-

tions at dawn and carried everything before them. The subsequent history of the battle, however, has not been so pleasant. The Germans brought up large numbers of reserves and were able finally to fight the British to a

standstill. Nevertheless, the achievement of Sir Julian Byng's army on Nov. 20 and particularly the work of the tanks, makes that a notable day in the annals of British fighting. The above photograph shows a scene

behind the lines during the battle, where the British heavy guns were in position. An ammunition column is on its way to the front.

(British Official Photograph from Underwood & Underwood.)



One of the principal worries which make an artilleryman's life far from easy is moving big guns from one position to another—a task which has to be accomplished without delay when an advance is being followed up.

In the above photograph, taken during the battle of Cambrai, we see a tractor which has been hauling a big gun temporarily out of commission. The accident, however, does not prevent the gunners from worrying the

enemy from where they are, and so they are getting the gun ready for action. It will be remembered that an unusual feature of the battle of Cambrai was that there was no artillery preparation to precede the at-

tack. But after the first assault by the tanks and infantry the guns went into action and protected the advancing troops with a heavy barrage fire.

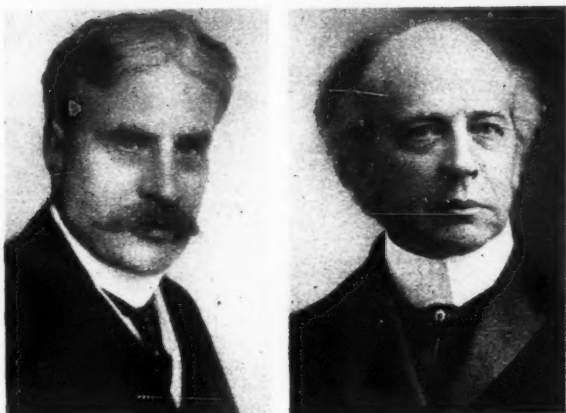
(British Official Photograph from Underwood & Underwood.)

Winter's Picturesque Garb in the Vosges Mountains



♦♦♦ A PATROL OF THE FAMOUS CHASSEURS ALPINS (FRENCH ALPINE SOLDIERS) IN THE VOSGES MOUNTAINS. WITH THE ADVENT OF WINTER THEY HAVE AGAIN DONNED UNIFORMS WHICH MAKE THEM INDISTINGUISHABLE FROM THEIR SNOWY SURROUNDINGS. THEY ARE COMBINING THE SPORT OF SKIING WITH THEIR MILITARY DUTIES. ♦♦♦
(Photo from French Pictorial Service.)

A Flashlight on Some Aspects of the War



Sir Robert Borden,
Prime Minister of
Canada.

Sir Wilfrid Laurier,
Opposition Leader in
Canada.

CANADA'S election on Dec. 17, by which the administration of Sir Robert Borden was indorsed and retained to conduct the Governmental affairs of the Dominion for another five years, was the first general election that had been held there in more than six years. In order not to interfere with the smooth running of the Dominion's war machinery, the election that ordinarily would have been held in 1915 was deferred. In the contest just ended the conduct of the war, that is, of Canada's part in the war, by the Borden Government was the chief issue. At the beginning of the war Sir Robert Borden, as Premier, announced and took particular pains to assure the French Canadians through the Catholic Church that there would be no conscription in Canada. After a visit to the front in France and without consulting his colleagues in the Cabinet he right-about-faced and announced a policy of conscription. Sir Wilfrid Laurier, the leader of the Opposition, was quick to grasp his opportunity. He declined to accept a place in Borden's coalition Government and announced that he was opposed to conscription without a mandate from the people. The mandate has now been given without the referendum which Borden said was unnecessary and Laurier held to be essential. Sir Robert Laird Borden, who continues in office as Premier, was born at Grand Pre, Nova Scotia, in 1854. He studied law and in 1878 was called to the bar and practiced in Halifax, where after a while he became President of the Nova Scotia Barristers Society. In 1896 he represented Halifax in the Dominion Parliament, but lost his seat in 1904, and was thereafter elected for Calretton. In 1908 he was returned for both places, and in 1901 became the leader of the Conservative opposition. In 1911 he succeeded Sir Wilfrid Laurier as Premier, after that statesman's defeat on the Reciprocity bill at the general election. Sir Wilfrid Laurier, though now again defeated for the Premiership, had the solid support of the Province of Quebec outside of the City of Montreal and is returned for a Quebec seat in Parliament. He was born in 1841 at St. Lin, L'Assomption County, Quebec, of French Canadian parents. He was educated at L'Assomption College and McGill University, where he studied law. He entered Parliament in 1871, and quickly became the Liberal leader in Quebec Province. In 1874 he became a member of the Federal Assembly, and in 1877 was a Minister of Inland Revenue in the Mackenzie Cabinet. In 1878 he was defeated at the general election, but was re-elected in 1882, 1887, and 1891. In 1896 he became the first French Canadian Premier of the Dominion. In that office he observed a policy of discrimination in favor of British products and of protection against the United States. His advocacy of reciprocity with the United States defeated him in 1911.

* * *

THE German "pill box," as it has been called by the British soldiers, is really a machine gun emplacement of concrete. It made its first appearance only recently, and has been used in large numbers in the new German scheme of defense. Constructed of immense masses of concrete laid one on another like bricks and reinforced with steel, the "pill box" contains two main chambers, and mounts from three to five machine guns

in a bastion beyond these chambers. Concrete and steel doors guard the exits which are in the rear. A stairway leads to the top which may be used for observation purposes when the enemy is still at some distance. These concrete shelters were constructed primarily with the intention to withstand the tremendous gunfire of the Allies, but, according to reports and in the universal opinion of military experts, it is believed that they have failed. In many instances where "pill boxes" have been taken by the British or French, it was discovered that being unable to withstand the concussion from nearby shell explosions, their occupants had been killed without even being scratched. Used singly they are merely shelters or substitutes for dugouts. But with proper internal arrangements and loopholes they are machine-



Specimen of German "Pill-Box."

gun posts, and clustered together, they make redoubts. There has, during recent months, been a growing use of concrete by the Germans. Gun pits, "pill boxes," and other fortifications are built of this material. Engineers are transforming many Flemish farmhouses and stables into forts by the use of concrete. Ridges and valleys that have been taken in recent campaigns, have been found to be literally dotted with these "pill box" fortresses. The "pill box" has proved itself to be practically invulnerable to infantry attack, but the British and French have discovered, that with the use of the "tank" they have been able to approach close to it, and by directing their machine gun fire through the embrasure they were able to silence its fire.

* * *

DAMASCUS, the most important city in the path of the advancing British army in Palestine, the capital of Syria, with a population variously estimated at from 200,000 to 350,000, is believed to be the oldest city in the world, and to have had a continuous existence as a city for some 4,000

years. It is fifty-three miles southeast of the seaport of Beirut and about 130 miles in a straight line northeast of Jerusalem. The city from time immemorial has been considered by the Arabs (who call it Esh-Sham) as the most beautiful spot in all the world. In 64 B. C. Pompey conquered Damascus and made it a dependency of Rome. In the time of St. Paul it was held by Aretas, the Arabian (i. i Corinthians, xi., 32). Christianity was introduced early, and Damascus became the seat of a bishopric. The city was captured by the Mohammedans in 635 A. D., and for some time was the residence of the caliphs and was greatly adorned and fortified. In 1401 it was conquered by Tamerlane. The Mongol slaughtered most of the inhabitants and pillaged and burned the city. Soon rebuilt, it was captured by the Turks in 1516. It was retaken by the Egyptians under Ibrahim Pasha in 1832, remaining under the rule of Egypt until 1841, when it was restored to Turkey. Damascus owes its continued prosperity to its unique position, at the foot of barren mountains and at the edge of the wide sandy desert that stretches for eight days' journey to the Euphrates. A paradise in a wilderness, its luxuriance is due to the Barada River, which bursts from the mountains, forces a passage through the limestone rock, and spreads itself over the great plain in seven branches. The city presents a picturesque spectacle, for it has more than 200 mosques, and other imposing and important buildings. About five miles in circumference, it is circled by partly ruined walls with seven gates. Its streets are crooked and narrow, except "the street called straight," wherein St. Paul is supposed to have lived, (Acts, ix., 11,) and which runs a mile through the city from east to west and is covered like an arcade for its whole length. The Barada traverses the city from west to east and divides the newer part on the north from the ancient walled city with its sectarian quarters on the south. The Great Mosque, with its dome 120 feet high, was originally built at the beginning of the eighth century by the caliph Walid 'Abd-el-Melik. Its site is supposed to have been that of a heathen temple, which was converted into a Christian church 300 years before the mosque was erected. This was called the Church of St. John, because it contained what was currently believed to be the head of John the Baptist. In the southwestern suburb of Meidan is the "Gate of God," through which the great pilgrimage to Mecca sets out. Commercially, Damascus occupies an important position, since it is the great meeting place for the caravans from Bagdad and the East, and the traders from the West. Since 1895 it has been connected with Beirut on the Mediterranean by a railway, as well as by a good road which was opened in 1863. The manufacture of blades, for which Damascus was famous, has ceased long since, but the city is still noted for its arts and crafts.

* * *



View of Damascus, showing the covered-in street.

(© Underwood & Underwood.)

American College Men Training for Air Service



ABOVE—AIR-PLANES OF THE LATEST TYPE USED BY AVIATION STUDENTS AT A FLYING FIELD, WHERE NEARLY ONE THOUSAND COMPLETELY INSTRUCTED AVIATORS ARE BEING TURNED OUT EACH MONTH.

(© Int. Film Service.)



AT LEFT—SOME OF THE AMERICAN COLLEGE MEN WHO ARE BEING TRAINED FOR THE AIR SERVICE IN A CERTAIN OLD CITY IN ENGLAND. THEY ARE SHOWN HERE MARCHING BACK FROM SCHOOL.

(© Underwood & Underwood.)



COLLEGE MEN WHO ARE TRAINING FOR THE AMERICAN AIR SERVICE LINED UP FOR INSPECTION AT ONE OF THE CHIEF INSTRUCTION CENTRES.

(Photo International Film Service.)

America's college men have made the aviation section of the United States Army practically their own. The adventurous character of the work appeals to the man bred in the atmosphere of sport and athletics, while the

mental training which college men get fits them for the study of the technical and other abstruse matters with which the complete aviator must be well acquainted. Before a student is admitted to one of the flying schools he must

pass a searching examination, both mental and physical. If he passes he is admitted to the classrooms, where he spends eight weeks studying aeronautics from textbooks. Then he spends eight weeks in receiving instruction in

actual flying. At the end of these sixteen weeks he graduates as an aviator. Although every air squadron has its mechanics who keep the machines in condition, the students have also to study motors and make repairs.